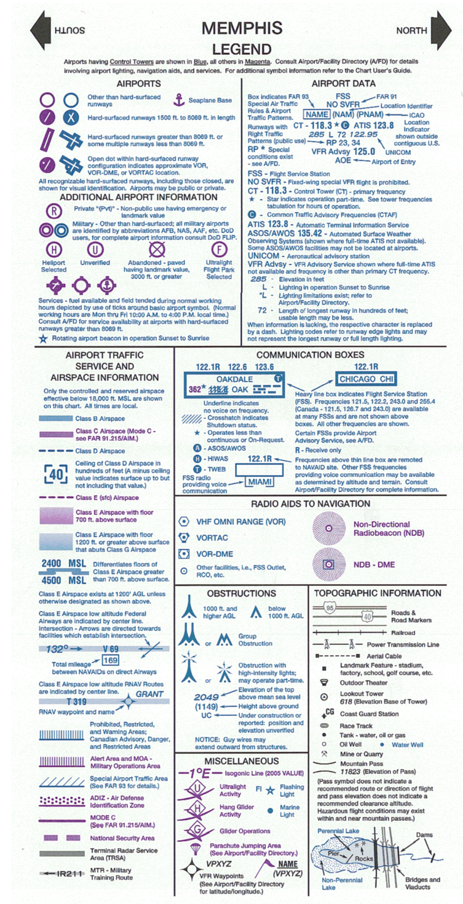


MEMPHIS
SECTIONAL AERONAUTICAL CHART

SOUTH — NORTH

SCALE 1:500,000

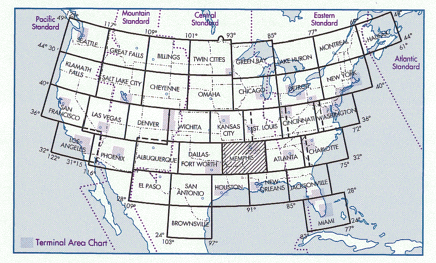
Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

84 TH EDITION EFFECTIVE 0901Z 08 APR 2010
TO 0901Z 23 SEP 2010

Includes airspace amendments effective 08 APR 2010
and all other aeronautical data received by 11 FEB 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 2753 feet
located at 35°10'N - 93°39'W

Spot elevation 4254
Approximate elevation . . . . x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

2753
2000
1000

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NGA REF. NO. SECXXMEMPHIS

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

NORTH SIDE / Sheet of paper / POINT A / MARK A / MATCH LINE / Overlap area / LINE B
Figure 1

same latitude / LINE B (transferred) / MARK A / Overlap area / MATCH LINE / MARK C / SOUTH SIDE / POINT B
Figure 2

NORTH SIDE / POINT A / LINE B / MARK C (transferred) / MATCH LINE / Overlap area
Figure 3

CONTROL TOWER FREQUENCIES ON MEMPHIS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ADAMS	CONTINUOUS	118.7 257.8	121.9 339.8	125.65	ASR
BARKSDALE AFB	CONTINUOUS CLSD HOL	128.25 278.3	121.8 275.8	307.025	ASR
COLUMBUS AFB	0700-1900 MON-FRI 1000-1700 SUN CLSD SAT & HOL	126.65 379.925	121.9 275.8	115.2 273.5	
DRAKE	0600-2200	128.0 371.9	121.8	119.575	ASR
EAST TEXAS RGNL	0600-2200	119.2 377.05	121.6	119.65	
FORT SMITH RGNL	0530-2300	118.3 323.175	121.9 275.8	126.3	ASR
GOLDEN TRIANGLE RGNL	0600-2000	118.2 298.875	135.375 322.475	126.375	
GREENWOOD-LEFLORE	0800-1800	118.35 367.6	125.55 373.4		
HAWKINS	0700-2100	119.65 257.8	121.9 239.0		
JACKSON-EVERS INTL	0600-2300	120.9 352.0	121.7 348.6	121.05	ASR
KEY	0600-2200 O/T BY NOTAM	119.8 257.8	121.9 348.6	126.475 291.675	
LITTLE ROCK AFB	CONTINUOUS CLSD HOL FROM 2100 PRECEDING DAY-0700 SUCCEEDING DAY MON HOL CLSD 2300 PRECEDING FRI-0700 SUCCEEDING TUES CLSD 2100 23 DEC-0700 26 DEC AND 2100 30 DEC-0700 2 JAN	120.6 269.075	132.8 275.8	119.175 251.1	
MC KELLAR-SIPES RGNL	0700-1900	127.15 249.95	120.9		
MEMPHIS INTL	CONTINUOUS	118.3 (RWY 9/27) 119.7 (RWYS 18C/36C & 18L/36R) 128.425 (RWY 18R/36L) 257.8	121.0 (RWY 9/27) 121.65 (RWY 18R/36L) 121.9 (RWYS 18C/36C & 18L/36R) 379.2	127.75	
MERIDIAN NAS (MC CAIN)	0700-2300 MON-THUR 0700-1700 FRI CLSD SAT, SUN & HOL EXCP BY NOTAM	126.2 340.2 (RWYS 1L, 19L & 28) 360.2 (RWYS 1R, 19R & 10)	336.4	273.2	ASR/PAR
MID DELTA RGNL	0700-1900	119.0 256.9	121.8 256.9		
MILLINGTON	0900-0200 MON 0530-0200 TUE-FRI 0530-1900 SAT-SUN	120.25 340.2	121.375		
MONROE RGNL	0600-2200	118.9 257.8	121.9	125.05	ASR
OLIVE BRANCH	0700-2100	125.275	121.2	119.925	
SHREVEPORT DOWNTOWN	0700-2200	120.225 284.6	121.65		
SHREVEPORT RGNL	CONTINUOUS	121.4 236.775	121.9 236.775	128.45	ASR
SPRINGDALE	0600-2100	118.2	121.6		
TEXARKANA RGNL-WEBB	0600-2200	123.875 235.625	119.225	120.2	
TUPELO RGNL	0600-2200	118.775 254.275	121.825 254.275		
WILLIAMS NOLF	0800-1730 MON-FRI	118.475 279.2			ASR

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
MEMPHIS CLASS B	125.8 338.3 (356°-175°) 119.1 291.6 (176°-355°)	CONTINUOUS
COLUMBUS AFB CLASS C	132.025 291.65 (090°-165°) 135.6 323.275 (165°-310°) 126.075 239.25 (310°-090°) O/T 127.1 269.4 MEMPHIS CNTR	0700-1900 MON-FRI 1000-1700 SUN CLSD SAT & HOL O/T CLASS G
JACKSON CLASS C	123.9 317.7 (333°-152°) 125.25 319.2 (153°-332°) O/T 132.5 259.1 MEMPHIS CNTR	0600-2300 O/T CLASS E
LITTLE ROCK CLASS C	135.4 353.6 (042°-221°) 119.5 306.2 (222°-041°)	CONTINUOUS
SHREVEPORT CLASS C	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	CONTINUOUS
FORT SMITH TRSA	120.9 343.75 O/T 126.1 269.0 MEMPHIS CNTR	0530-2300
LONGVIEW TRSA	118.25 270.3 (EAST AT OR BELOW 4000') 124.675 128.75 282.225 379.15 (WEST AT OR BELOW 5000') 133.1 (AT OR ABOVE 4500') O/T 135.1 269.2 FORT WORTH CNTR	0600-2200
MONROE TRSA	126.9 (180°-359°) 118.15 (360°-179°) 307.9 O/T 126.325 346.25 FORT WORTH CNTR	0600-2200
LITTLE ROCK AFB RADAR	119.5 306.2	CONTINUOUS
MERIDIAN NAS RADAR (MC CAIN)	119.2 374.9 (E) 120.5 269.6 (S) 120.95 276.4 (W) 314.8 (N) O/T 125.975 351.7 MEMPHIS CNTR	0700-2300
WILLIAMS NOLF RADAR	276.4	0700-2300

O/T indicates other times

SPECIAL USE AIRSPACE ON MEMPHIS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

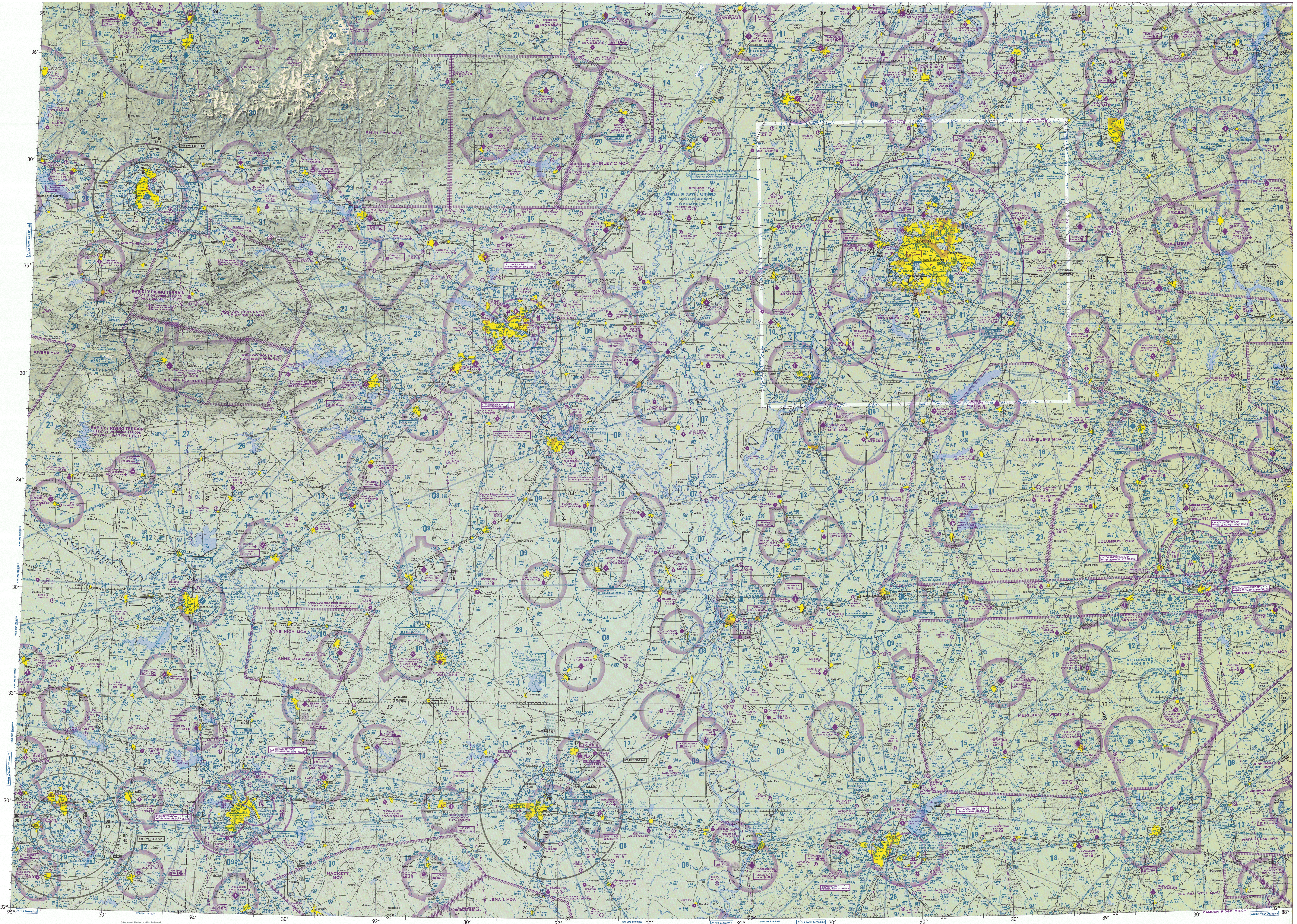
U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2401 A, B	TO 30,000	SR-SS†	MEMPHIS CNTR	
R-2402	TO 30,000	SR-SS†	MEMPHIS CNTR	
R-2403 A, B	TO 16,000	BY NOTAM 24 HRS IN ADVANCE	MEMPHIS CNTR	
R-4404 A	TO 11,500	INTERMITTENT, 0700-1800 †24 HRS IN ADVANCE	MEMPHIS CNTR	
R-4404 B	1200 AGL TO 11,500	INTERMITTENT, 0700-1800 †24 HRS IN ADVANCE	MEMPHIS CNTR	
R-4404 C	11,500 TO 14,500	INTERMITTENT, 0700-1800 †24 HRS IN ADVANCE	MEMPHIS CNTR	
A-440	TO 6500	SR TO 3 HRS AFTER SS MON-FRI; WEEKENDS BY NOTAM	NO A/G	
A-443	TO 3500	SR-SS MON-FRI†	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
ANNE HIGH	7000	SR-SS MON-FRI	FORT WORTH CNTR	123.92 269.47 126.32 346.25
ANNE LOW	100 AGL TO BUT NOT INCL 7000	SR-SS MON-FRI	FORT WORTH CNTR	123.92 269.47 126.32 346.25
ARROWHEAD	100 AGL	0500-2000 MON-FRI	MEMPHIS CNTR	
BIRMINGHAM	10,000	0700-2200	ATLANTA CNTR	
BIRMINGHAM 2	500 AGL TO BUT NOT INCL 10,000	0700-2200	ATLANTA CNTR	
CAMDEN RIDGE	500 AGL TO BUT NOT INCL 10,000	APPROX 5 HRS PER DAY NORMALLY 0700-2300	ATLANTA CNTR	
COLUMBUS 1, 2, 3	8000	SR-SS NORMALLY MON-FRI	MEMPHIS CNTR	
COLUMBUS 4	10,000	SR-SS NORMALLY MON-FRI	MEMPHIS CNTR	
HACKETT	7000	0730-2200 MON-FRI	FORT WORTH CNTR	126.32 346.25 128.2 269.1
HOG HIGH NORTH	6000	0500-2000 MON-FRI	MEMPHIS CNTR	125.47 316.05
HOG HIGH SOUTH	6000	0500-2000 MON-FRI	MEMPHIS CNTR	132.42 323.25
HOG LOW NORTH	100 AGL TO BUT NOT INCL 6000	0500-2000 MON-FRI	MEMPHIS CNTR	126.1 269.0
HOG LOW SOUTH	100 AGL TO BUT NOT INCL 6000	0500-2000 MON-FRI	MEMPHIS CNTR	128.47 377.15
JENA 1	100 AGL TO 5000	0800-2200 MON-FRI	HOUSTON CNTR	
MERIDIAN 1 EAST	8000	SR-SS NORMALLY MON-FRI	MEMPHIS CNTR	
MERIDIAN 1 WEST	8000	INTERMITTENT SR-2300 SUN-FRI	MEMPHIS CNTR	
PINE HILL EAST, WEST	10,000	0700-2300 MON-FRI, 0800-1500 SAT	ATLANTA CNTR	
RIVERS	8000	0900-2100 MON-FRI	FORT WORTH CNTR	124.87 307.2 132.2 338.35
SHIRLEY A, B	11,000	0700-1200 & 1300-1700 MON-FRI	MEMPHIS CNTR	
SHIRLEY C	11,000	BY NOTAM	MEMPHIS CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† – Other times by DoD NOTAM

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.



VORTAC 112.1 LFK

Entire area of this chart is within the Central Standard Time Zone + 6 (+ 5 DT) = U.T.C.

NAUTICAL MILES / STATUTE MILES / KILOMETERS

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet . . . . 12^5

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at www.naco.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC- 4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

MEMPHIS